



**OFFICER REPORT TO LOCAL COMMITTEE  
(ELMBRIDGE)**

**MATTERS OF LOCAL CONCERN**

**19<sup>th</sup> November 2012**

**KEY ISSUE**

To receive updates on matters of local concern as identified by the Chairman and Vice-Chairman of the Local Committee.

**SUMMARY**

This report provides an update on the following three issues:

1. Gully Cleaning
2. Vehicle Activated Signs
3. Street Light Replacement Programme

**OFFICER RECOMMENDATIONS**

To note the content of the report and the verbal updates provided by the respective officers.

## 1. INTRODUCTION AND BACKGROUND

- 1.1 The Chairman and Vice-Chairman have identified a number of matters which they believe to be of local concern. The purpose of this report is to provide the Local Committee with an update on these issues and to give Members an opportunity to question relevant officers should they require further information or clarification.
- 1.2 This report provides an update on the following three areas:
- i. **Gully cleaning:** To update the Local Committee on the gully cleaning programme for Elmbridge in 2012/13.
  - ii. **Vehicle Activated Signs:** To update the Local Committee on repairs to Vehicle Activated Signs in Elmbridge.
  - iii. **Street Light Replacement Programme:** To provide the Local Committee with a general update on the street light replacement programme.

## 2. GULLY CLEANING

- 2.1 Following discussions with both County and Borough Members, the Chairman and Vice-Chairman felt that it would be beneficial for the Local Committee to have an update on the 2012/13 gully cleaning programme. In particular, officers were asked to outline the way in which the County Council maintained and monitored the local drainage system, the yearly timetable for gully cleaning, and the progress that had been made so far. Officers were also asked whether it would be possible to produce a plan setting out the locations of all gullies in Elmbridge to help Members identify and report problems with the system in their respective areas.
- 2.2 **Officer Response:** Provided by Nick Healey, Highways Area Team Manager
- 2.3 All gullies are recorded in a Geographical Information System (GiS) with a unique asset ID reference. Whilst these could be plotted onto a plan, a plan showing all the gullies in Elmbridge would be at an unmanageable scale.
- 2.4 At the time of cleaning the silt level is recorded to monitor the performance of the gully. This year May Gurney experienced problems with the data capture equipment but this has now been replaced. The aim is for May Gurney to work towards a targeted programme using the silt level as a management frame.

2.5 For example:

- SPN 1 & 2 Network should not exceed 50% silt levels. Any recorded under this are not cleaned but monitored to enable other areas to be managed more effectively.
- For SPN 3 Networks the same process applies, but the silt tolerance level is higher at 75%.

2.6 Below is an extract of the interim programme, showing intended cleaning dates and progress up to early October, which we are operating until such a time as the performance of gullies is better understood:

Gully Cleaning Programme Elmbridge 2012-2013													
	Completed	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Esher	17/07/2012												
Weybridge	17/07/2012												
Cobham	30/08/2012												
Walton on Thames	03/10/2012												
Molesey													
Thames Ditton													
Hinchley Wood													
Long Ditton													
Hersham													
Oxshott													
Stoke De Abernon													
Claygate													
2 <sup>nd</sup> Cleans on all above locations in order programme													

2.7 The cyclical programme identifies gullies with a blocked connection. Under our term contract a high pressure jetting machine will make a second visit to blocked gullies and spend more time trying to clear the blockage. If this cannot be achieved (for example because of a broken pipe) it is then reported back for prioritisation of more in depth investigation and repair.

2.8 Gullies not cleaned due to parked vehicles are identified and then additional signs and letter drops are carried-out. However this doesn't always resolve the issue. We have started to work closer with some

Boroughs in combining our works with theirs programmes when they close roads for deep cleansing works.

### **3. VEHICLE ACTIVATED SIGNS (VAS)**

3.1 The Chairman and Vice-Chairman requested clarification on the total number of VAS in Elmbridge, the number that were known to be non-operational and the process for having them repaired.

#### **3.2 Officer Response:** Duncan Knox, Road Safety Team Leader

3.3 There are a total of 58 VAS in Elmbridge. At the beginning of the year we were aware that a total of 14 were not working. Of these, eight are in the process of being repaired, and some of this work has already been completed.

3.4 This leaves another six with a range of different faults and possible solutions. Some of this may be rectified when Skanska replace the streetlights, in other cases there are two VAS close together and another covered in shrubbery where it may be better to remove and relocate the VAS. There are two others on a road where a speed limit may be changed.

3.4 Following the the Road Safety PVR the Road Safety Team were allocated an annual budget of £10,000 to maintain the VAS throughout Surrey (there are about 520 in total). Of the £10,000 annual budget for this year £5,700 has been invested in repairing eight broken VAS in Elmbridge.

3.5 The Road Safety Team estimates that an annual budget of £30,000 is required to maintain VAS throughout the county (rather than £10,000) and this issue has been raised with senior managers.

### **4. Street Light Replacement Programme**

4.1 The Chairman and Vice-Chairman requested an update on the Street Light Replacement Programme in Elmbridge.

#### **4.2 Officer Response:** Paul Wheadon, Commercial and Performance Team Manager

4.3 The County has seen more than 51,000 columns already replaced or refurbished in the first 2½ years. This is approximately 10,000 columns ahead of the projected schedule and Skanska achieved the Feb 13 Milestone of 47,740 by Aug 12.

4.4 There are a total of 10,267 columns in Elmbridge and nearly 6000 of these have been replaced representing 57% of the total. The remaining 4,400 columns to be replaced in Elmbridge consist of traffic routes where the street lighting needs to be designed, Conservation Areas and

some residential roads. Skanska have projected that they will complete the replacements in Elmbridge by the end of 2013.

4.5 Skanska respond to approximately 1,000 faults per month which include faults reported by the monitoring system, their engineers undertaking night “scouts” and faults reported by a member of public. The average time to respond to a fault report is 3 days and more than 98.5% of lights are working in any given month. Although detailed records are not available for the old contract, this is widely recognised as a significant improvement.

4.6 Where the replacement of lights has been completed, residents and road users are experiencing:

- More uniformed design of equipment
- Improved quality of lighting through the use of High Pressure Sodium and white Fluorescent lamps which improves the eye’s ability to see over the duller orange glow provided by Low Pressure Sodium lamps
- Improved feeling of safety particularly in areas which were previously not felt to be well lit

4.7 Once installed and, after a few days connecting the new lights to the Central Management System (CMS) the lights are operated remotely. This allows the lights themselves to report faults as well as being “told” what time to turn on and off each day. The CMS also allows for the new lights to be dimmed and this commences as soon as the lights connect to the CMS using the following profile:

Traffic Routes	25% reduction in power 2300-0530 each day
Residential Areas	50% reduction in power 2300-0530 each day

4.8 Across the County, there are a number of locations where the dimming starts later in the night or not at all and this is due to local night-time economies such as Town Centres etc. As well as saving the Council on its energy bill, this technology also reduces the amount of CO2 emitted by the lights.

4.9 There are a number of roads across the County where residents have indicated a desire to contribute to enhanced design lighting equipment. The table below shows the status of the roads in Elmbridge:

<b>Status</b>	<b>No of Roads</b>	<b>No of Columns</b>
Work Completed	10	57
Paid Awaiting Programme Date	12	58
Paid Awaiting Equipment Delivery	4	19
Quote Accepted SCC Awaiting Payment	4	35
Quote Issued (Awaiting acceptance)	10	94

- 4.10 Naturally, each of these requests has progressed at different speeds. Where the Council has received funds from residents already, it has not been easy to “slot” these roads back in to the programme on an ad hoc basis – returning to an area for a handful of columns is difficult. Also, in some cases, special orders have had to be placed to obtain the relevant equipment. The work that has now been paid for is currently being packaged up and programme dates are expected to be sent to the lead contact for each road by Fri 16<sup>th</sup> November.
- 4.11 The option to contribute to the lighting has been well received. However, as it was far above the Officer expectations, it became more complex to manage – we believe we have now addressed this and moving forward will ensure communication with relevant contacts will be much tighter.

## **5. CONCLUSION AND REASON FOR RECOMMENDATION**

To note the contents of the report.

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